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*This Month...*



# The News Sheet

**Chairman's Comments, Treasurer's Report, Raised Track Report, Forthcoming General Meetings, Stewards' Rota, the August General Meeting, '00' Model Railway News, Marine News, Paul Bexfield, GLR News, Gauge 1 East Anglia Group visit, Brian's Visitor Day, Dates for your Diary, Society Contacts.**



## Chairman's Comments



A busy August has been followed by a busier September. At Colney Heath we had visits from Fareham and Chelmsford clubs, the St Albans Signal Box Society, hosted two charity events - Barnet Dementia and ADD Vance, ran a toy boat regatta, held our own 3.5 inch gauge running day, continued regular weekday steaming and maintenance sessions and managed two Sundays of public running. At HQ there was weekly activity on the three railway layouts plus slot car racing. In addition fetes and fairs attended no less than six days of events. All this plus the monthly general, council and TSC meetings, with the winter session of workshop meetings about to commence. Are we a busy society or what!

All the above requires enthusiastic organisation and participation. We are most fortunate to have members prepared to undertake these roles. Our good fortune continues as we have three new volunteers. Step forward Martin C as raised track section leader, John D who has the requisite number of signatures to create and lead a new section (16mm SM45, the narrow gauge garden railway) and Brian L to manage our contribution to the St Albans exhibition. I am sure they will each have our full support, enabling their contributions to the societies wellbeing to be enjoyable for themselves and ourselves.

Whilst not strictly a society event I must note that Tim W took his 4" Burrell to the Great Dorset Steam Fair. Well, he did not actually take it there, he DROVE IT. All the way from St Albans. A three day journey on behalf of the Parkinson's charity. The road trip was filmed by Jim, we can look forward to seeing the resulting footage.

Finally, may I remind you that the next General meeting, 5<sup>th</sup> October, is an open discussion for any HQ and Colney Heath matters that you care to raise. This is your opportunity to ask, comment, offer and share opinions with other members in a semiformal setting. Do come along and participate.

See you at Track or HQ

**Les B  
Chairman.**

## Raised Track Report

The Summer heat and dry spell have taken their toll on the RTR, the ride quality having deteriorated. This winter we must spend time rectifying the problems. An inspection of the line on the 20th September revealed two sections where the beams at each end appear to have subsided, producing a section where the track is 1/8th to 1/4" floating above the concrete. The weight of the trains passing just depresses it onto the concrete, so ride quality and safety are not affected. This will be dealt with by packing by the time you read this, but may require as an alternative the track removing this winter and the screed renewing.

### **Jobs for the winter are:-**

- A) Annual main beam inspection, looking in particular for any heave or dipping caused by tree roots, in addition to the note above.
- B) Making a concerted effort to remedy the kinks at the joints mainly around the new land extension, by taking up at least the outer rail and cutting off 3-4" off each end of each piece of rail to remove the straight sections. Our bending rolls cannot bend the last few inches of each length.
- C) Identify and renew as many sleepers as required, where the timber has split or the rail screws are not holding. Ensure that the track is re-laid to gauge and repined to produce an even curvature throughout each bend.
- D) Check and remedy any unevenness in the cant/super elevation around the entire track.
- E) Before the end of this season part of the root of one tree approaching signal 13 must be trimmed back, as it is becoming a hazard to any passenger or driver whose foot is sticking out slightly.

**Anybody who is interested in getting involved in this work, which will be for the benefit who use the railway, please contact Martin C or myself.**

**Mike F**

## Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring me.

**Friday 5th October. An evening for open discussion on Colney Heath and HQ matters.** Topics to be as members wish to raise. These are expected to include updates on existing projects under way, suggestions for future projects and a review of the 2018 running season at Colney Heath. **Les B will chair the meeting and asks that to assist planning the agenda members email him beforehand, phone or raise in person topics they wish to be discussed.**

**Friday 2nd November. The last of steam in Africa.** Gordon Massey has travelled extensively in Africa seeking out steam traction and of course recording all with his cameras. An event not to be missed.

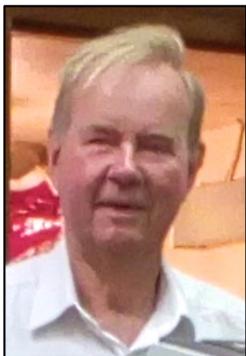
**Friday 7th December. The Festive Gathering.** Club Festive Gathering. THE Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings

**Ian J**  
General Meetings Co-ordinator

## NLSME General Meeting of 3rd August 2018

### Great Eastern Lines 1954-1962.

#### Ken Livermore.



That hot August Friday evening was torrid to put it mildly with temperatures over 100F in the open, fortunately with a humidity of 20%.

A good crowd of members and ex-spotters left their G&Ts and IPAs in their gardens where they had been supping them; to sit at the feet of Ken Livermore. To listen to Ken's talk about the Great Eastern Lines. Ken was well qualified to give an illustrated talk because he was Secretary of the NBL Preservation Group Ltd and spent his formative years in Enfield. He started spotting just about the time that the scribe had finished spotting and had to go to sea to earn a crust. The presentation was by transparencies which bode well because there would be no problems with non-interchangeable plugs and sockets.

A hypothetical journey started at Kings Cross with a slide of Mr Pegler in the cab of the A3 *Flying Scotsman*. Fans were abundant and almost straying onto the track with a benign Bobby in view knowing full well that any instructions from him would be instantly obeyed. "Those were the days". Some of the shed master's pets in the form of natty and well cared for station shunters were seen with an explanation of the controversy over which one would be saved or scrapped with the advent of dieselisation.

Ken's journey then proceeded North on the main line with a slight diversion up the Lea Valley where many if those handy and good looking and natty L1s and V1s were seen. Dick Hardy (Bless his Soul) said that it was 'top link' drivers that drove those locomotives because they had to keep to strict timings and had to have immaculate acceleration. But, they did get to their own beds at night and not have to stay in a BR hostel 'up North'.

The trail carried on to Ipswich via Chelmsford and Marks Tey. The destination was Norwich with sheds and station, from where the journey proceeded to Cromer and Sheringham on joint GNR and M&GN lines. (Muddle and Go Nowhere). Sheringham seemed to be the turning point with the hypothetical journey proceeding South to Cambridge and on to London on that very fast line.

The exhausted group had seen photographs of dozens of locomotives and for the Great Eastern spotter it must have been like going to heaven. A4s, A3s,

A2s, V2s, B1s, B16s, D3s, Y10, J70 and V1s with L1s to name but a few. Slides of locomotive in and out of steam in perfect order and freshly painted and lined; to locos that seemed to be fit only for the knacker's yard but still doing a very worthwhile job.

The scribe completed his loco-spotting from the ex- L&Y and LMS Lines in Lancashire in 1949 so asks for the readers understanding regarding the scanty description of many of the locos seen.



**Ken Livermore**

Promptly at ten the visual part of the meeting was complete, Ken was thanked profusely and the weary members departed no doubt to slake their thirsts and to discuss where exactly was that signal which was at forty five degrees to the track near Stratford?

**Ian J**

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**Cover photo.** Ralph W coal firing on the Gauge 1 track at Colney Heath during the East Anglia Group visit. See report elsewhere in this issue. Photo David West.

## 00 Model Railway News from Geoff H

My thanks to our editor and fellow model railway exhibitor, Derek, for his report on our visit to the Bishops Stortford exhibition in last months' News Sheet. What Derek omitted to mention was that he was attending the show himself assisting the operation of an 0 gauge layout.

It was also pleasing to see our Chairman at the show, who came along to see what we get up to when we are exhibiting. Over the many shows we have attended over the years, Les is one of a select few members, outside of the 00/H0/0 gauge sections who have taken time out to join us. We are, all things being equal, scheduled to attend a further show this year – 3<sup>rd</sup> November 2018 at Theydon Bois; so not too far for most people to travel so no excuses for not coming along. Behave yourself and we may even let you operate the layout.



As you may recall from previous reports, the loco shed area of our club layout has had a new turntable installed. This has now been fitted with a motor drive unit, powered via a 12v DC motor and geared to give an approximate speed of 2.5rpm. The drive unit is designed initially for installation of either 0 or Gauge 1 turntables, so will have plenty of power for us. Control for the turntable has been installed by a purpose built controller hidden within a water tower, which combined with a 2 way switch, will enable us to secure a very fine control and speed of

rotation. The photo on the next page shows the front of the water tower, showing no evidence of what is installed. The photo above shows the rear with the speed controller and direction switch. The whole is removable for transportation and maintenance. There is still a bit of work to be done here, to blend the ground in and make a pathway to the toilet block, seen on the right of the photo on the front view. It is unfortunate that we cannot include a short video within the News Sheet, so if you want to see this in action, then come

down to HQ one Wednesday evening and we will be happy to demonstrate it for you.



Whilst attending exhibitions last year, it came clear to us that the fiddle yard boards used were causing a number of derailments as the baseboard joints were not 100% even. Careful examination revealed that the centre bearing timber on both fiddle yards had warped and this has caused the respective track beds to twist. Mind you, we shouldn't really complain when you consider they are over 30 years old! One fiddle yard in particular is used for both Binegar and Midsomer layouts and has seen a lot of use. The decision was taken to replace this one this year with the other being replaced next year. Construction of this commenced over the Easter holiday weekend in my shed at home and was completed in time for use at the Bishops Stortford show. The original fiddle yard was a 5 road 'sector' plate, the replacement being a 5 road traverser and is constructed solely in plywood which hopefully will resist any warping and twisting in the future.

On 1st September I had the pleasure of attending an exhibition at the Fosse which is dedicated to N gauge modellers. Bachmann, being a manufacturer of such models under the Graham Farish name had a display of current stock plus numerous models under development. One of the latter is their model of the

SECR C1 class 0-6-0 locomotive which is due for release in the new year, initially in 3 liveries, SECR green, Southern black or early BR. I was able to capture a photo of the SECR liveried version and as you will see this is probably one of the best models to date of any loco in this scale. It looks better in colour so be sure to review this once our editor has added this News Sheet onto our web site.



Now for a bit of trivia – you will no doubt be aware that it is impossible for you to sneeze without closing your eyes. But did you know that if you pinched your nose, you are unable to mum a merry tune. Don't try it in front of the wife, she will probably think you are having a mad fit!

The signal box bell has just rung to request passage of the Master Cutler, so it is time to clear the signals for its safe passage. Until next time, happy modelling.

**Geoff**



## Marine News from George

First things first I suppose. You will be aware of the hurdles and problems I was voicing to our Society in relation to the new small boiler regulations and how that would be a major issue with some but not all of our marine boilers and how I kept saying “working on that one”. Well our Society Council has found a way to ensure all our concerns are addressed and a safe working policy can be drawn up without too much more friction from me on our section behalf. Yup you've guessed it as of the last Council meeting two new boiler testers were appointed. I am now the new boiler tester with responsibility for marine boilers and Waz G is also appointed as a new boiler tester who although will mainly test locos he also owns a steam paddle boat and has interests in marine.

Don't go rushing with your models just yet though because we both have to go on a boiler testers seminar next month before even starting to put pen to paper for the proposed marine section procedures to be considered. So for now Council has allowed us to carry on as previous with these models, safely of course. Hopefully by next year's season we should have a simple approach and method resolved which will allow us to steam safe whilst still respecting the unique requirements some of our boats have.

As I keep saying , working on that one....

Meanwhile back at the lake. We held the last of the 2018 Toy Boat Regattas in September and although fewer attendees than previous I think it is safe to say we still had a good day. Along with good company and models came unusual weather. It is very rare on our site to get wind for the yachts whilst at the same time dry. Granted temp dropped but it stayed dry and many yachts took to the water for a change. Some of the vintage clockwork and steam struggled a bit but still appeared to have fun.

Those of you into fine scale modelling look away now...  
Theses are a bit like Marmite..

One of the vintage yacht group Charles Smith brought a “footy” that he sails in competitions and handed control to me. I could not believe how much fun it could be to sail these. As I understand it basically the yachts have to fit in a box max 12” long by 6” wide by 12” tall to deck level. Couple of other tech bits to

allow rudder and bowsprit look these up online if interested. He had it rigged with a swing sail made from polythene carrier bag. The swing allowed two sails fixed on a mast slotted into the deck but not tied down to swing full circle. This resulted in being able to pivot the yacht sailing it back in the opposite direction but the sail remained in the wind and they skit about doing figure of eight almost in their own length.

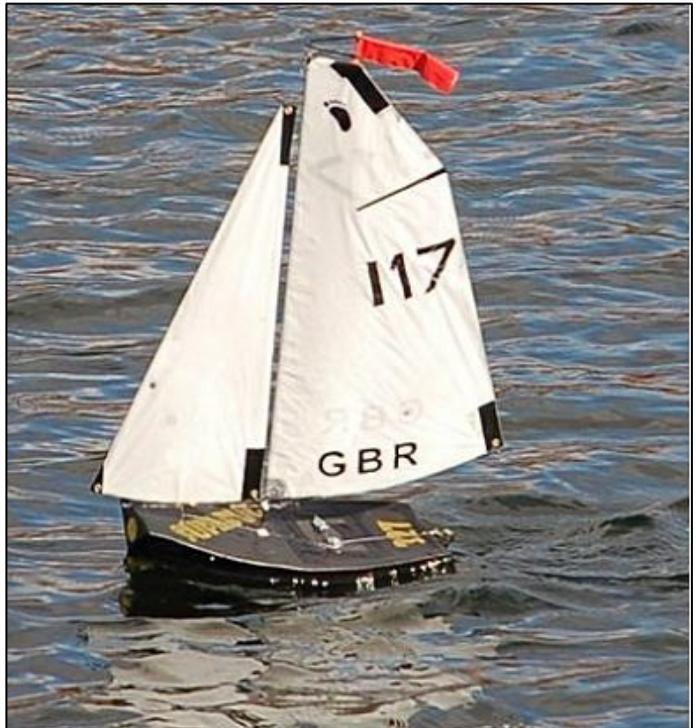


Hooked with these toy yachts, not sure I should say that when the Footy is an affiliated class to the MYA and have international race meetings. I have started to build the Razor 3 hull in 1/32 ply - <http://footy.rcsailing.net/plans.php> and am intending to put the swing sail rig from the Bug 3 article linked from this same page. I chose the Razor 3 hull for no other reason than its simplicity for me to build.

Much more info at <http://www.sailfootyuk.com/>

Let me know if you already have a footy or want to know more and I promise not get it in the way of the more gentle sailing craft because like the little yellow buzzy things these yachts can skit about all over.

Photos – ‘Footy’ boats.





Toy Boat Regatta 9th September 2018. Photo George Cannon

I did try to put in a bid to tarmac over the GLR station giving us car parking closer to the lake with possibly a launch ramp and use the GLR signal hut as a marine club house but it was rejected instantly as ridiculous ... oh well..... I can dream can't I ....

Be happy our water is wet and clear to keep steaming and sailing your boats safely.

**George  
Marine Section Leader**

The two 'footy' photos on page 11, taken from the 'footy' website (<http://www.sailfootyuk.com/>) are reproduced with the kind permission of Charles Hall.

## PAUL BEXFIELD

### 1940 – 2018

Sadly Paul died on 5th August 2018 after being diagnosed with asbestosis. He was always enthusiastic about our club, and could be seen most public running days helping to operate our B1. Paul made many parts for the B1 and chose the name '*IMPALA*'.

Paul's first loco was a 3 1/2" gauge American 10 wheeler, which was an LBSC *Virginia* 4-4-0 with an extra pair of driving wheels added. Then he bought a half completed 3 1/2" gauge *Duchess* built from Clarksons of York castings. This had 4 cylinders, and looked a picture when completed. He then developed a passion for the large American types, so he built Martin Evans' *Columbia*, a 4-8-4 in 3 1/2" gauge. When he died he had half built an American President class 4-6-2 locomotive, one of the most attractive American locomotives. This was built in 3 1/2" gauge from castings he bought from America.

He was also interested in gauge 1, and although he never owned a gauge 1 locomotive, he was always keen to visit the club when we had visitors, and was especially interested in the large American locomotives.

He was also a supporter of the Great Central Railway and donated towards their double track.

He leaves his wife Sheila, two sons Stephen and Andrew, and two grandchildren Kayleigh and Daniel.





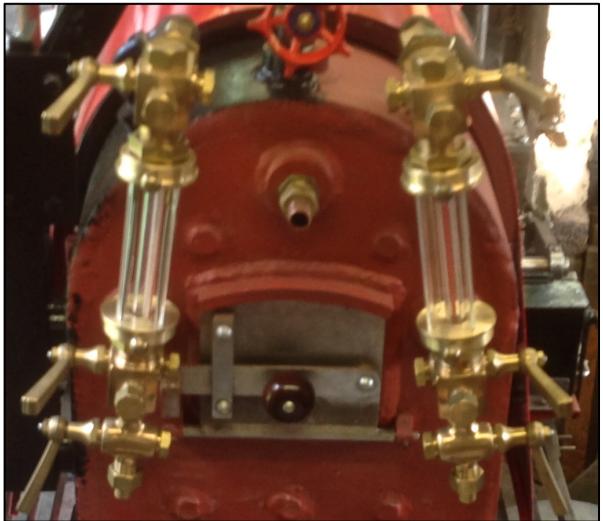


## G.L.R. News.      September 2018.

It's that time of year again when the nights start to draw in, so far not much of a chill in the air, and not a lot of wet stuff yet but we know it is coming so make the most of G.L. public running, only two more to go.

I would like to thank Doc Johnston and Paul G for running the Dementia and ADD events respectively I had a great day and I know the crew helping me on both events thought the same; the crew in no particular order were P Cook, G Gardner, B Baker, S Coffill, R Hall, Tracey, D Smith our illustrious editor and D Perham, anyone I have failed to mention please accept my apologies. It is really nice to give something back to people less fortunate than most and I look forward to doing it again next year.

HWMBO has given me full permission to get down the man cave and get on with the loco namely *MAID MARIAN*, the latest bit to be tackled has been the gauge glass protectors, (see picture of back head). Isn't it strange that one hundred and fifty years or so ago good old England was at war with the Chinese over Opium now we buy anything that we desire from them (apart from the aforementioned) including my protectors. These are made from



square section Acrylic Plexiglas Lucite (plastic to the great unwashed). It comes in 30mm x 30mm section and now fettled to perfection looks the part, my only worry being that when I light a fire in the old girl they may melt? But at only £8 for half a metre and seven days delivery I thought I would take a punt and save a few hundred quid in the process by not purchasing toughened glass ones, we will soon know if I have wasted my money.

As ever in the muck

**Pete    G.L.R. Section Leader.**

## Visit to Gauge 1 Group by East Anglia Group a report by David W

The Gauge 1 Group have enjoyed some pleasant weekly running days at Colney Heath.

Remedial work has been started on the baseboards using a butyl rubber paint which looks as though it will be the answer to the problem of water seeping into the cut edges of the boards.

The East Anglia Gauge 1 Group were invited to Colney Heath for a running day on our track. Fingers were crossed for the fine weather continuing as the exceptional summer seemed to be coming to an end. The day dawned dry and continued to improve during the morning.

Several members arrived early to set up, which involves a considerable amount of work in preparing the track, setting out tables and chairs, and most importantly putting the kettles on to provide our guests with tea & coffee. In true Colney Heath style hospitality a Fish & Chip luncheon was arranged.

Guests started to arrive soon after 10.00am and it was not long before a selection of interesting locomotives and rolling stock was in action. I have



included some pictures to show the variety of stock our guests brought. Of note were a 'Marks & Spencer' biscuit tin tram; not really Gauge 1 but quite a novelty as it was radio controlled. The largest loco was an American Union Pacific 4-8-4 meths fired loco with a long rake of box cars, being

American outline it was well outside our loading gauge and had to be routed through the station loop to avoid destroying our platforms. This routing proved successful and we were treated to an impressive run. The owner tells me it is a model of number 844 the prototype of which was built in 1944 and is the only



American locomotive never withdrawn from service. At the end of its passenger hauling days Union Pacific overhauled the engine and now operates it on heritage steam trips.

East Anglia Group members are into electric powered diesel outline and we saw a Class 68 built from 3D printed components (to my mind an ugly beast!) pulling a train of bogie hopper wagons, also 3D printed. A Deltic with realistic sound card and double headed Class 37s pulling a rake of scratch built bogie tank wagons. Steam engines were well represented and included



A4 *SILVER FOX* in Jubilee livery. Vintage GWR *Saint* 4-6-0 run by Michael W. Ralph W brought his coal fired Atlantic which he fired with some very suspect black stuff. Stan M with his Southern *KING ATHUR* and a fine rake of Bullied coaches and of course more than one example of Gauge 1 *Project* LMS 4F 0-6-0.

A very successful day with more than 40 people present (a record for us), and our guests asking when they can come again.





Photos by David West

Norman A's Marks & Spencer Tram

Chris T's Union Pacific FEF Class

Class 68 Diesel

Michael W's Vintage GWR Saint

Double headed Class 37's

Gregory & Michael M admiring a rake of fine Pullmans

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## For Sale



2" Fowler Road Locomotive.

Compound, 3 speed, Boiler Certificate, drawings,  
driving trolley.

## Brian's Visitor Day Saturday 4th August 2018

Saturday 4th August the day chosen for my annual invitation day this year dawned bright sunny and dry. I had been hoping for overnight rain as the whole of the Colney Heath site was very dry.

During the previous week I had contacted as many people as possible to ensure that their locos were fitted with ash pans and spark arresters. At least one person brought a diesel to be on the safe side.

First on the track was Keith S from the Northolt club driving his 5" gauge Britannia "*Solway Firth*". This loco was built by the late Dennis Cross in 16 months as a first attempt!

Keith was followed by fellow Northolt member Luigi with his 5" gauge *Halton tank*. This is a large 4-6-4 freelance loco designed by Henry Greenly before the second world war as a project for apprentices at RAF Halton hence the name *Halton tank*.

Andrew H from the Maidstone society had brought along his 5" gauge LMS 2-6-0 *Mogul*. This engine is a scaled up version of LBSC's *Princess Marina*. The loco ran well and looked very smart in its gloss black with red lining.

Dave M from Bracknell had brought his Kingscale Jubilee '*Gibraltar*'. This is a 5" gauge 3 cylinder loco made in China and sold as a ready to run engine. It's an impressive loco nicely painted in B R green and lined out. Dave is an accomplished model engineer and has done a lot of work on it to improve its performance. This was its first run on a long track and Dave seemed reasonably happy with how it performed.

Nigel T from the Erewash Valley society is a LNWR fan and had brought two locos, an 0-6-2 *Watford* tank and a 4-4-0. I guess he was undecided about which loco to bring so brought them both but in the event only ran the *Watford* tank.

Alf M from Wimborne is another regular visitor. He owns several locos and it's always anyone's guess as to which one he will bring. This year he brought his 4F 0-6-0 LMS freight loco which bears the number of "his" loco when he was a driver at Watford.

Alan L also from Wimborne brought his class 71 diesel. He has a 5" Q1 and WD 2-8-0 both of which he has brought in previous years but this year opted for the diesel due to the dry weather.

Martin P from Maidstone is a prolific builder with several locos and usually brings a large engine best suited to our long track. This year he brought his LMS Pacific *Duchess of Hamilton* it's a superb loco and really runs like the proverbial sewing machine.

Martin's son Tom brought his 5" gauge 0-6-0 "*Jinty*" tank loco. This engine took Tom 20 years to build (another quickie) and also ran very well.

Another Maidstone member John H brought his freelance 0-6-0 tank loco "*Duke of Winser*" this is another loco that is a regular and always runs well.

Ray C from Northolt brought his 5" gauge GWR king class loco which unfortunately failed after a couple of laps as part of the springing fell off.

The locos listed above were all running on the raised track. We also had four visitors with diesel outline locos running on the ground level including a pair of 5" gauge class 37s double heading and a 7 1/4 gauge 08 shunter.

Well that's it for another year. My thanks to my wife Sue for providing unlimited supplies of tea coffee and orange squash and to the small but hardworking band of helpers without whom this event would not happen.

**Brian A**

Some photos of Brian's event kindly supplied by Owen Chapman





## Dates for your Diary

<b>OCTOBER</b>	<b>2018</b>
Tues 2nd Oct	Council Meeting at HQ, 8pm
Fri 5th Oct	General Meeting at HQ, 8pm, Discussion, Les B
Sat 6th Oct	North American H0 section visit to Colney Heath
Sun 7th Oct	Public Running at Colney Heath. 2pm to 5pm
Tues 16th Oct	TSC meeting at St. Marks Church Centre, 8pm
<b><i>Fri 19th Oct</i></b>	<b><i>Deadline for copy to Editor for November News Sheet</i></b>
Sun 21st Oct	Last Public Running at Colney Heath. 2pm to 5pm
Fri 26th Oct	Workshop evening with Mike H 8pm HQ
<b>NOVEMBER</b>	<b>2018</b>
Fri 2nd Nov	General Meeting at HQ, 8pm. Guest speaker
Sat 3rd Nov	'00' group at Theydon Bois exhibition
Sun 4th Nov	Working party at CH 9:00 to 12:30
Tues 6th Nov	Council Meeting at HQ, 8pm
Sun 11th Nov	Working party at CH 9:00 to 12:30
<b><i>Fri 16th Nov</i></b>	<b><i>Deadline for copy to Editor for December News Sheet</i></b>
Sun 18th Nov	Working party at CH 9:00 to 12:30
Tues 20th Nov	TSC meeting at St. Marks Church Centre, 8pm
Fri 23rd Nov	Workshop evening with Mike H. 8pm HQ
Sat 24th Nov	F & F at St. George's School, Enfield
Sun 25th Nov	F & F at George Spicer School, Enfield
Sun 25th Nov	Working party at CH 9:00 to 12:30

NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.